



LETTER OF AGREEMENT
BETWEEN
455 EXPEDITIONARY OPERATIONS GROUP
BAGRAM RADAR APPROACH CONTROL
AND
KABUL AIR TRAFFIC CONTROL TOWER
EFFECTIVE (Pending CENTAF/A3 Approval)

SUBJECT: Coordination Procedures and Responsibilities between Bagram Radar Approach Control and Kabul Air Traffic Control Tower.

1. **PURPOSE:** Define coordination procedures and responsibilities for aircraft movement within the Kabul Class "D" airspace and Bagram Radar Approach Control Airspace.
2. **SCOPE:** This LOA establishes coordination and operational procedures between the Kabul Air Traffic Control Tower and Bagram Radar Approach Control
3. **RESPONSIBILITIES:** The managers of each facility shall ensure provisions in this Letter of Agreement are adhered to.
4. **CANCELLATION:** This LOA may be cancelled at any time by either party with a 30-day notice.

GENERAL:

This procedure only applies with a functioning direct communication landline between BAGRAM Approach and KABUL Tower. If the landlines are out of service, each facility will direct departing and arriving aircraft to contact Bagram Approach Control or Kabul Tower and relay inbound/outbound information themselves.

Assigned airspaces concerned with this LOA:

1. **Bagram RADAR Approach Control Airspace** is a 50 nautical miles radius of the Bagram TACAN from 1,000' AGL up to and including FL290 with the following exceptions:
 - Area from the BGM 160 radial to the 235 radial; FL 280 to FL 290
 - Kabul Class "D" airspace (10 nautical mile radius Kabul Airfield; SFC to 6000' AGL)
2. **Kabul VFR Control Zone** is a 10 nautical mile radius of Kabul airfield, SFC to 6000' AGL (11,900' MSL). This airspace lies within and under Bagram Approach Controls airspace.

PROCEDURES:

Transfer of control

1. Kabul Tower shall transfer control of aircraft departing Kabul prior to them exiting the Kabul Control Zone (CTR).
2. Bagram Approach Control shall transfer control of aircraft penetrating Kabul airspace of responsibility prior to that aircraft entering Kabul CTR. Aircraft shall be transferred at or above 13,000' MSL.

Departures:

Kabul ATC Tower shall:

- a. Contact Bagram Approach Control and advise Bagram of each departure by relaying call sign, type of aircraft, departure direction, altitude and squawk if known.
- b. Instruct aircraft departing Kabul to contact Bagram Approach Control on 133.35 or 379.3 prior to exiting the Kabul CTR.
- c. Advise Bagram of delayed departing aircraft and provide Bagram with revised slot time for those aircraft before transfer of communications.
- d. Transfer control of aircraft prior to exiting Kabul CTR.

Arrivals:

Bagram Radar Approach Control shall:

- a. Call Kabul tower and provide aircraft call sign, type of aircraft, position from Kabul, altitude descending to and ETA if possible.
- b. Instruct aircraft to contact Kabul tower on 118.1 or 284.275.
- c. Transfer communication prior to entering the CTR.

Special VFR:

When Kabul notifies Bagram that Kabul CTR is 'Special VFR' (i.e. visibility below 5 km and/or cloud base below 1500 ft), no arrival traffic is to be released to Kabul until approval has been given via the direct landline for another aircraft to enter Kabul CTR. Bagram will hold aircraft outside the CTR until approval received from Kabul TWR to enter the CTR. In the event of the landline being unserviceable, Bagram is to instruct arrival aircraft to hold outside Kabul CTR, establish 2-way communications with Kabul and wait for unambiguous permission to enter the Kabul CTR.

Kabul is to inform Bagram of departing aircraft delayed by weather conditions and advise revised slot times for those aircraft. Kabul will not release an aircraft for departure until issued a release by RAPCON.

Enroute:

Bagram Approach Control shall receive permission from Kabul tower prior to aircraft transiting Kabul CTR.

Special Use Airspace:

Kabul tower shall advise Bagram Approach of any active special use airspace areas above FL 130 when it becomes active and when it is cold.

Firing ranges and EOD areas within Kabul CTR are all above FL130 and are to be considered active (HOT) at all times.

Weather information:

In case of a special observation, weather watch or weather warning, Kabul tower will notify Bagram Approach as soon as practical.

In order to decrease workload of KABUL TOWER frequency Kabul will advise Bagram of runway in use and weather observation data hourly (or as it is necessary due to significant changes of the weather conditions). Bagram will inform aircraft arriving at KAIA of these airfield conditions.

Coordination between Bagram Approach and Kabul Tower for IFR procedures:

1. Bagram RADAR Approach Control shall:

1.1. For IFR Departures:

1.1.1. Only one aircraft shall be released at a time unless RAPCON can provide IFR separation between the aircraft.

1.1.2. Issue short-range departure clearances (via the Kabul 1 Departure) that will terminate within our airspace for IFR departures (we will issue the clearances to KABUL tower and they will relay to aircraft).

1.1.3. Terminate radar service and issue a frequency change to departing aircraft when they reach the lateral limits of Bagram's airspace.

1.1.4. Provide standard IFR 10 minute separation between IFR/IFR arriving/departing and departure/departure aircraft.

1.1.5. Coordinate with Kabul tower via the Kabul/Bagram LOA regarding inbound/departing aircraft information.

1.2. For IFR Arrivals:

1.2.1. Coordinate IFR inbound information and transfer communications to Kabul Tower via the Kabul/Bagram LOA.

1.2.2. Provide standard IFR 10 minute separation between IFR/IFR arrival/arrival and arrival/departure aircraft.

1.2.3. Shall not clear succeeding aircraft for the VOR approach until the proceeding aircraft has landed.

1.2.4. Shall retain responsibility of control of arrivals, until release to Kabul Tower upon entry to Kabul CTR.

2. KAIA Tower shall:

2.1. Provide RAPCON with departure information including aircraft beacon code and filed routing NLT 5 minutes prior to aircraft departure (KAIA shall relay other aircraft information IAW the current LOA).

2.2. Relay IFR clearances verbatim to departing aircraft when issued by the RAPCON.

2.3. Not release aircraft for departure until issued a release by RAPCON.

2.4. Relay landing assured or actual landing times to the RAPCON on aircraft executing IFR VOR approaches.

2.5. In the event of a missed approach, instruct aircraft to "Execute Published Missed Approach" and to contact RAPCON.

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Bagram Airfield, 27th December 2004.



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